

Book About Interurbans Has Historical Facts

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RICHARD C. TUTTLE
Star Staff Writer

"Along the Line," the recently published book written by Harry H. 'Red' Howell, is a collection of personal memories, stories, incidents and historical facts about interurbans and the Clinton line from Terre Haute.

There were 42 'stops' on the Clinton line, some with names as well as numbers. Stop 1 was at Woodley Avenue and Lafayette Avenue. Stop 14, the River Road, led to the farm of the late Mrs. Virginia Jenckes. There were several '1/2' stops, between the regularly numbered stops, some of these for two or three houses grouped together.

The Stop 16 road led to the Rose Hill Methodist Episcopal Church, one mile east. Some of the stops had 'stopping button' for patrons to use to signal the cars. The Cottrell brothers, Bert and Dan, built a grain elevator near the Stop 20 road and C & E I Railroad tracks. The elevator burned after a few years, but the brothers had others at Clinton, Dickason, Evans Lane and Cottrell Switch, Ind.

Atherton was Stop 29, and was the only power booster for the traction cars en route to Clinton. Numa, Stop 32, was the last stop on U.S. 41, but the line touched the highway again at Stop 36, Bennets, then turned west toward Clinton across the Wabash River bottoms.

Stop 37 was the west edge of Lyford. The railroad grade across the river bottoms was

operating in the Clinton and Terre Haute fields. Those in the Clinton field were Bogles 1 and 2; Crown Hill 1,2,3,4,5 and 6; Deering 6; Jackson Hill 5 and 6; Miami 4,6,8,9 and 10; Monkey, Oak Hill 1,5 and 8; Submarine, Vermillion and West Clinton.

Those in the New Goshen field were Beckett-Shirkie, Blanford, Bunsen, Clinton Coal, Interstate, Keller 2, Klondyke, New Goshen, Shirkie 1 and 2; Tighe and West Union 4 and 5.

In the Terre Haute field were Bicketts 1 and 2; Bardyke, Clover Valley, Deep Vein, Freeman, Grant, Hall-Zimmerman, Lower Vein, National, Pine Ridge, Speedwell, Talleydale 2 and Wabash.

Others were the Black Betty, Snow Hill, Viking, Green

Valley, Victory and Eagle.

Harve Kirby was foreman of the maintenance of way crew. Three of his four sons also worked for the traction company.

Although there were few autos, there were accidents involving interurban and auto, and many between interurban and buggy or wagon. Some funerals utilized interurbans for transportation.

There are excellent photographs of a flood in Otter Creek, probably in 1913. All were taken near the traction line trestle and the old iron bridge at North Terre Haute.

Following discontinuance of interurban service on the Clinton line, a city street car, the Birney type, made one trip a week to Clinton to protect right-of-way rights. After a few

weeks this was also discontinued. Bus service had been started several months prior to the demise of interurban service.

This book is for quiet reading, for pausing and

remembering, for perhaps reliving a bit of the 'old days'. It is interesting, even if you don't recognize a name in it, for this is of an important era, the peak years of electric surface transportation.

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Stop 37 was the west edge of Lyford. The railroad grade across the river bottoms was higher than the traction line, as it went under the railroad grade near the river and crossed the Wabash on the iron 'wagon' or highway bridge.

Stop 40, end of the line, was at Main and Vine Street in Clinton. Stop 41 was at 9th and Vine streets; and Stop 42 in the area known as Italy. The car headed into the 'wye' in the tracks, backed north to the Jackson Hill branch of the C & E I Railroad, then headed back along the same route to Terre Haute.

There are photographs of residences and business firms along the line, and several of Main street in Clinton. There is also one of an early Columbus Day parade and a 4th of July parade in Clinton.

Several miners rode the interurbans, going to and from work at mines in the Clinton area.

The first cars purchased for the Clinton line were 45 feet in length and seated 55 passengers. Later cars were combination passenger—baggage cars, seating 50 passengers in the smoker and regular compartments. These were 53 feet in length. Each car had four 75-horsepower motors and weighed 75,000 pounds.

There were maintenance cars, such as sweepers, washers, line and tool cars. The snow plow car was used extensively in winter, on both interurban routes and city lines. There were freight cars and stock cars, some of the latter self-propelled.

The book lists the mines

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and there was a heavy snow fall? If not you have missed something. The effect is one that cannot be described. The ground appears to be covered with sparkling diamonds, and the falling snowflakes in the light have all the colors of the rainbow. The motorman, however, does not appreciate the beauty, and sees only the fact that he is obliged to look sharp to discern the landmarks and to see passengers at crossings.

The Elwood Call Leader Jan. 9, 1905

Veteran Railroader Here Publishes Book About Interurbans In The Area

5/26/76

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On May 24, 1941, the last interurban left Sullivan and Clinton for Terre Haute, ending an era in surface transportation in which Indiana had played a major role.

Terre Haute was second only to Indianapolis in interurban service to and from the city, with lines to Clinton, Sullivan and Paris, as well as the hub city, Indianapolis. The local line was operated by the Terre Haute, Indianapolis and Eastern Traction Co., which operated 425 miles of traction lines in Indiana and eastern Illinois.

To preserve some knowledge of the interurban, of the people in Terre Haute, North Terre Haute (once known as Ellsworth), and along the line to Clinton, a veteran railroader, Harry H. 'Red' Howell, has published a book "Along the Line."

The soft-cover book is filled with photographs borrowed and acquired from The Star, the Tribune, the Tribune-Star Roto, the Central Electric Railfans Assn., and many individuals interested in seeing the 'good old

days' preserved in word and photo.

It is also filled with nostalgia, with fond memories, with tradition and custom, and a few stories involving the people of the traction line neighborhood. It is apparent it is written by a man enjoying his work, a man who knows his subject and the people, a man who could have written a lot more.

It is also written with a sincere belief in the nation and its people by a man so qualified to write, as 'Red' Howell is also an ordained Baptist minister.

The first chapter "Homeward Bound" concerns the old traction station, or "The Arcade Building" between 8th and 9th streets on the north side of Wabash avenue. There are photographs of the exterior of the building, the newsstand in the waiting room, the traction 'yard' to the north where all interurbans came to unload and load passengers and some small freight. There were 4 tracks in the yard.

Most of the cars were named, some of them being Gerstmeyer Tech High School, Wiley High School, Garfield,

and Chauncey Rose School, and Indiana State Teachers College.

There are also photographs of buildings near the yard, such as the Bement-Rea Co., Hulman & Co., the American Theatre, and the Kay-Bee-Star Style Shop.

Enroute out East Wabash Ave. to 13th St. where the Clinton-bound car turned north, some of the business enterprises were the Columbian Laundry Co., J. N. Hickman & Son, Blue Ribbon Coal Co., and warehouses of the Pennsylvania and C & E I railroads.

Photographs of equipment include not only the interurbans (there were several types) but of the city street cars. The early type car is shown that required two men for operation, the motorman to operate the car, and the conductor to collect fares and dispense transfers, which were free. There a photograph of the open, summer car, and the later Birney car, or June bug as most patrons titled them.

The chapter titled "My Home Town" includes many photographs, such as one of

Harry Musick, well-known local aviator who operated one of three landing strips along the Clinton line. There is a scene of the Marl Mill burning, the Freer's General Store, Moore's Bakery, Dutch Heneman's Saloon where Zeller's Barber Shop was located, Heneman's Cafe, Crabb's Store, the first school building in North Terre Haute, and Frank Feer's delivery truck driven by Bill Ennis.

There are also pictures of people, of a class in the Otter Creek School taught by Nellie Neal, Marle Mill in winter, the first North Terre Haute Baptist church, and the Ellsworth baseball team. The Health Office, where cigars, fine wines, and beer were available was operated by Verdine D. Shuman.

Advertising appearing in the old copies of Terre Haute newspapers received some attention, merely to indicate what prices were then, what events were being held, and the services available. At Elm Grove one weekend, after the pool had closed, there was a dance, featuring the band of Lowell Tennis and Russ Keller.

The Indianapolis terminal

was the largest in the world, and had eleven different lines using its facilities. It was possible at one time, to board an interurban in Clinton and ride to Niagara Fall, N. Y., so extensive was the interurban system in Indiana, Ohio, Pennsylvania, New York and Michigan.

Efforts to establish a line to Clinton from Terre Haute were initiated in November, 1902. The line started operation as far as North Terre Haute in July, 1903, and a trial trip to Clinton occurred in September, 1903.

More details of the book, now available at Galloway's Photo Shop, will be published in a subsequent article. Reproductions of the many photographs, taken from roto, newspapers, very old photographs, and negatives, were done by Charles Galloway.



God hath not promised
Skies always blue ,
Flower-strewn pathways
All our lives through ;
God hath not promised
Sun without rain ,
Joy without sorrow ,
Peace without pain .

But God hath promised
Strength for the day ,
Rest for the labor ,
Light for the way .
Grace for the trials ,
Help from above ,
Unfailing sympathy
Undying love . . .



IN MEMORY OF
Harry "Red" Howell

DATE OF BIRTH
Oct. 16, 1920

DATE OF DEATH
July 7, 1982

PLACE AND TIME OF SERVICES
Sat. 2 p.m.
N.T.H. Baptist Church
CLERGYMAN

James A. Howell
Rev. Willie Lucas

PLACE OF INTERMENT
Roselawn

ARRANGEMENTS BY
Thomas Funeral Home